





## Mails.

## NORDDEUTSCHER LLOYD.

BREMEIN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STAMEN	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ROON" ..... Capt. H. Rohm	WEDNESDAY, 15th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ETEL FRIEDRICH" ..... Capt. E. Malchow	THURSDAY, 16th June, Noon.
MANILA, YAP, SAMAR, NEW GUINEA, BRISBANE, SYD- NEY and MELBOURNE	"PRINZ SIGISMUND" ..... Capt. D. Less	SATURDAY, 18th June, Daylight.
YOKOHAMA and KOBE	"COLEMAN" ..... Capt. H. Reussner	TUESDAY, the 28th inst.
KUPAT and SANDAKAN	"BORNEO" ..... Capt. F. Semill	End of June.

For further Particulars apply to

## NORDDEUTSCHER LLOYD.

MELNERS &amp; CO.,

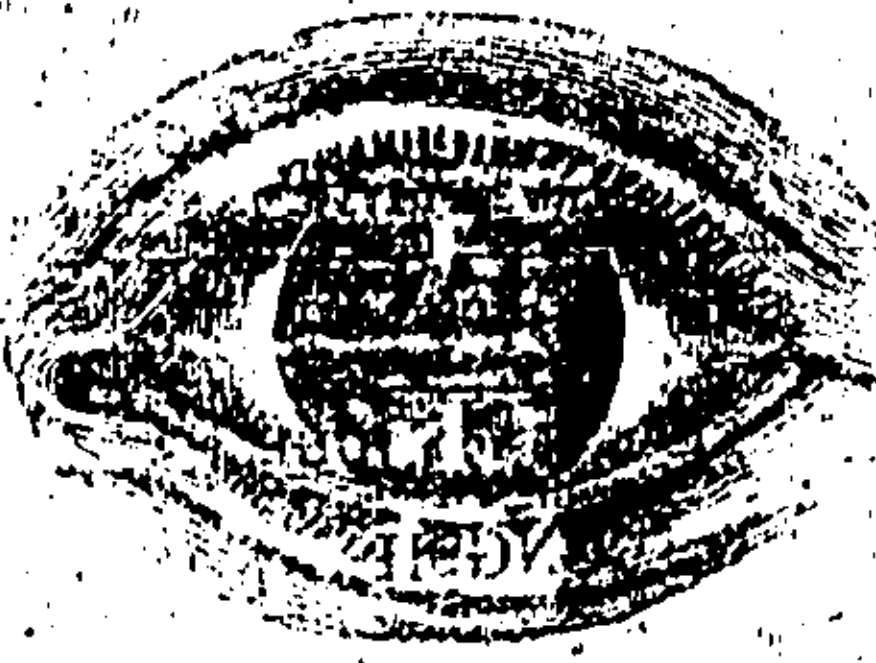
GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 8th June, 1910.

17

## Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight," free.LONDON, BIRMINGHAM, SHANGHAI,  
John Street, Bedford Row, W.C. 10, Bantock Street, 166, Nanjing Road.

## OSMAN &amp; CASUM,

1 &amp; 3, D'AGUILAR STREET

## JUST UNPACKED

Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully  
executed

Hongkong, 6th September, 1900

## FURNITURE WAREHOUSE

## LI KWONG LOONG &amp; CO.,

CABINET-MAKERS and ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE

No. 19, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.  
Have been patronised by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., Firms and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
superior Workmanship and Materials of the  
Furniture, &c., supplied.Messrs. A. S. Watson & Co., Ltd., write as  
follows:  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satis-  
faction."  
(Sd.) A. S. WATSON & Co.,  
15th May, 1901.ORDERS punctually attended to, and  
CHARGES most moderate.  
AN INSPECTION INVITED.

Hongkong, 6th August, 1902

## VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, intemperance, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with; removing all blotches, pimples, spots, scurvy, eruptions, and glandular swellings, discharges, rashes, and unsightly patches, &amp;c. Its effect is almost magical in the treatment of great prostration, neuralgia, lumbago, pains and swellings of the limbs, discharges, secondary symptoms, gonorrhea, syphilis, and all other venereal diseases, and all other diseases of the blood, and all other diseases of the system generally. It gives tone to the exhausted nerves, arrests all venereal discharges, discharges, urinary losses, &amp;c., restores the falling energy, and imparts new life and vigour to what had so recently seemed worn out, "dead," and valueless.

## VETARZO BLOOD MEDICINE.

Never before was there anything like it; nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with; removing all blotches, pimples, spots, scurvy, eruptions, and glandular swellings, discharges, rashes, and unsightly patches, &amp;c. Its effect is almost magical in the treatment of great prostration, neuralgia, lumbago, pains and swellings of the limbs, discharges, secondary symptoms, gonorrhea, syphilis, and all other venereal diseases, and all other diseases of the blood, and all other diseases of the system generally. It gives tone to the exhausted nerves, arrests all venereal discharges, discharges, urinary losses, &amp;c., restores the falling energy, and imparts new life and vigour to what had so recently seemed worn out, "dead," and valueless.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine," whichever is required, and see that you get them. An experienced vendor often tries to induce you to purchase a cheaply made imitation of the genuine. For the sake of extra profit, he will sell you a cheaply made imitation of the genuine. For the sake of extra profit, he will sell you a cheaply made imitation of the genuine. For the sake of extra profit, he will sell you a cheaply made imitation of the genuine.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effective means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, &amp;c., with practical observations on marriage and all directions for removing certain diseases, such as "The Diseases of the Blood," &amp;c. It also treats of ordinary derangements, secondary symptoms, eruptions, &amp;c., and gives a full and complete description of the "VETARZO REMEDIES" in plain English, and is a most valuable work. It is a most valuable work. It is a most valuable work. It is a most valuable work.

Agents for India.—FRASER AND CO., LTD., BOMBAY, HYDRAABAD, MADRAS.

Agents for Hongkong.—FRASER AND CO., LTD., BOMBAY, HYDRAABAD, MADRAS.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 375 ft.	Docking Length ..... 481 ft.
Width of Entrance ..... 80 "	Width of Entrance ..... 50 "	Width of Entrance ..... 63 "
Water on Blocks ..... 26 "	Water on Blocks ..... 26 "	Water on Blocks ..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be fixed to compete favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

## For Sale.

## FOR SALE.

Steam launches, Steel lighters, Wooden lighters, Steam Cranes (travelling and stationary), Steam hoists, Lidgerwood steam pile driver, Diving pump and dress, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Boneo duplicator, Comptometer, Telescopes (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMBERT.

Hongkong, 3rd May, 1910.

## FOR SALE

AT  
GRACA & CO.  
27, DES VŒUX ROAD.

## ASIATIC POSTAGE STAMPS

and

## VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Two-centers, Magnifying Glasses, Perforation Ganges.

Novels, Books for children and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendant Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

## MANILA CIGAR AND

## CIGARETTES.

&amp;c., &amp;c., &amp;c.

Inspection invited.

Hongkong, 12th January, 1910.

## LEE YEE

## HAIR DRESSING SALOON

HAS ALWAYS ON HAND

## CIGARS, CIGARETTES

AND

## TOILET REQUISITES

FOR SALE.

11, D'AGUILAR STREET,

HONGKONG.

Hongkong, 2nd September, 1907.

## To Let.

## TO LET.

25,000 SQUARE FEET OF LAND at Kowloon (K. M. L. 5), with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and or Timber Storage.

For particulars, apply to—

L. M. ALVARES,

49, Wyndham Street.

Hongkong, 6th May, 1910.

## DARTMOOR, No. 13, CONDUIT ROAD.

A HOUSE in CLIFTON GARDENS and OFFICES, 16, DES VŒUX ROAD CENTRAL.

GODOWNS, PRAYA EAST, formerly occupied by M. B. K.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 27th April, 1910.

## TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON &amp; Co., LD.

Hongkong, 4th April, 1910.

## TO LET.

156, PRAYA EAST from 1st June.

Also

OFFICES at No. 7, PEDDER STREET from 1st July.

Apply—

Messrs. JARDINE, MATHESON &amp; Co., LTD.

Hongkong, 31st May, 1910.

## TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 22nd October, 1900.

## TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 2nd June, 1910.

## TO LET.

GODOWNS in HOLLAND STREET and DOUGLAS LANE, Kennedy Town.

Apply to—

CHATER &amp; MODY.

Hongkong, 9th June, 1910.

## WATER FLOO COMPETITION.

A MEETING of those interested in the Water Polo Competition will be held at the VICTORIA RECREATION CLUB on MONDAY, the 13th inst., at 6 P.M.

BUSINESS: To elect Committee and Officers and make arrangements for the Season.

W. J. CARROLL,

Hon. Secretary.

H.K. Water Polo Association.

Hongkong, 7th June, 1910.

## THE MUSE IN PRISON.

## REMARKABLE STORY OF ENGLISH CONVICT-PORT.

## AN ODD GENIUS.

The New York correspondent of the *Daily Telegraph* wired, on April 17—John Carter, a young Englishman, who five years ago was sentenced to ten years in the Minnesota State Penitentiary for burglary, and who while in solitary confinement, developed the poetic instinct to such purpose that his verse has been published all over the country, is to be set free to-morrow, the anniversary of his birthday. There is mystery as to who this odd genius is. He stoutly declines to give his real name, but he says he once worked at a bank clerk in Bridport, and intends, if possible, going over to see his old English home. His family is well known, and though, of course, the Prison Board knows all about his history, he entered the goal as John Carter, and as John Carter he will leave it. He says his father is afflicted, but his mother has been corresponding with the Minnesota authorities, begging for his pardon, and since he began only six months ago composing poetry, many editors who had seen his verse had joined in that appeal.EDITS PRISON GAZETTE. Carter has been doing editorial duty on *The Mirror*, the Minnesota prison gazette. He generally wrote melancholy prose, and occasionally lapsed into rhyme. He ridicules the idea that there is any merit in his productions, and insists that if he is a genius at all it is in music and not poetry that inspires him. Before citing specimens of his verse let me give his explanation of his enforced sojourn in the State prison. Life as a bank clerk got on his sensitive nerves, and he left England seven years ago, and found himself in Canada. He encountered misfortune after misfortune in Winnipeg, and finally concealed himself in a goods train bound for Minneapolis. He was discovered and thrown off the track at a small station called Karistadt. He was without food for thirty-six hours, and in a desperate moment he broke into the station-office, and stole twenty-four dollar bills and a silver watch. He was arrested, and kept in prison for seven months without trial, and was finally sentenced to ten years' imprisonment.MELODIC MEMORIES. The chief circumstance telling against him was a butcher's knife that was found on him, and his persistence in swearing that he was only 19 years old, though the judge said he must be 30. He says that when arrested he was on his beam-ends, and did not know what he was doing. He had no lawyer to defend him. Now that he is about to regain his freedom, his sentence having been commuted, his one thought is that some orchestra will engage him. His yearning to play the piano or the clarinet (again found expression in a poem recently published in the *Century Magazine*, entitled, *Con Sordini*. The verses showed a sensitive man in the silence of a prison, trying to summon melodic memories. They show that though he may not be a dog poet, he has certainly heard the finest music. Here are two verses:There is but silence, yet in thought I heard  
The desperate chords of that wild polonaise.The sixth of Chopin's wizardry, but blurred,  
As over a battlefield a mournful breeze  
Blows out the dying from the dead man's  
gaze.Why all the pageantry of war was there—  
Cannon and standard, ruined heart a-blaze  
The muffled roll of death drum, trumpet  
blare.And lonely women mute in measureless  
despair.Ye that have termed the wilderness of sound,  
Of your proud minstrelsy my share I  
claim.I have not, in the darkness here fast bound,  
Denied the brilliance of your sacred  
flame.There is no power in agony or shame  
To bar me from the fire-crowned heights ye  
hold.In deepest silence I may hear the same  
Unearthly music that I loved of old:  
I crave no dole who draw from stores of  
wealth untold.

In one of the last poems he wrote occurs the couplet:

For out of the warp of shame and tears,  
I weave the joy of the coming years.Editors and orchestral conductors are likely  
to be engaged in friendly rivalry to secure  
John Carter's services.

## Intimation

Benger's Food is  
mixed with fresh  
new milk when  
used, is dainty  
and delicious,  
highly nutritive,  
and most easily  
digested. Infants  
thrive on it, and  
delicate or aged  
persons enjoy it.Benger's Food is sold in tins, by all  
Chemists, etc., everywhere.BENGERS  
FOODWEATHER-FORCAST AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
3. A DRUM. Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
7. A BALL. Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the Harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

## THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tin Kai.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Harbour Office.







## Intimation.



**A. S. WATSON & CO.,**  
LIMITED

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

**WATSON'S**

**E**

VERY OLD LIQUEUR

**SCOTCH WHISKY**

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR  
**GENUINE AGE**  
AND  
**FINE MELLOW**  
**FLAVOUR.**

Robert Porter & Co.'s

**BULL DOG**  
BRAND

**GUINNESS' STOUT**  
In PINIS and SPLITS.

**A. S. WATSON & CO.,**  
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 31d June, 1910

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## DEATH.

On May 10, 1910, at Berkeley, California, Lizzie Nelson, the beloved wife of Dr. John Fryer, formerly of the Kiangnan Arsenal, Shanghai, suddenly, of angina pectoris.

## The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 13, 1910.

## THE BAND CONCERT.

The band of the Buffs played from 9 p.m. to about eleven on Saturday night, in the beautiful gardens which are not the least of the "glories of Hongkong." Other bands, some as perfect in reproducing the musical sound of the poetic thought of men of genius as this band of the Buffs, in other gardens, some at least nearly as beautiful as these of Hongkong, were no doubt delighting other audiences far away, audiences no doubt nearly as appreciative as we were. Nearly, but we think hardly quite. For this is an innovation, an experiment. We have not in Hongkong as yet imitated our friends the French, or that most passionately music-loving people of all, the Portuguese, in having public band concerts as a matter of course as a necessary part of our lives, and not merely an occasional luxury. In Macao the countrymen of that sweet singer and exquisite soul the gentle and noble Camoens may twice a week stroll along the Avenida Vasco da Gama to the strains of sonoda or inspiring music. We who without being "music mad" must have some lovely sound to make our ears at least sometimes, and for a little time, forget the horrid discords of all the voices that yell in defiance of the harmony of the spheres, were glad of last Saturday evening, glad of the loveliness of the matchless natural beauty of the night, glad of the velvet dark, bespangled with diamond lights and mellow with rose tints. The flare of the lamps at the refreshment bar had to be avoided however. The bar was in no other way aggressive, and the servants moved noiselessly among the audience attending to expectant thirst—but the brilliance of the blazing light near the entrance was a fault. The Japanese lanterns were very effective; we hope they will be continued in future concerts. To criticize the music is quite unnecessary. An expert musician present found no fault with the Band of the Battalion of the East Kent Regiment, crowded known as the 3rd Foot. A little might be added to his praise, but nothing taken away from their performance. This was certainly the feeling of all who under-

stood music and all who without knowing much about its technique, were "lovers of sweet sound." We revelled in the delicious scent of the flowers and foliage while the air was full of "Reminiscences of Scotland" or the heart throbs of the overture of Tannhauser. That part in the latter in which comes the refrain of the Pilgrim's Chorus was for us one of the most delightful moments of a delightful night. The proposed reduction of the entrance charge from one dollar to fifty cents is, we think, only reasonable. We hesitate to make rash suggestions, but if the expense of giving these concerts can only be met by an entrance fee, might there not be an arrangement of a kind similar to that existing in Hyde Park? Could not some seats be reserved for the "mighty," or the high and mighty, at say one dollar, and other parts be open at lower or at no prices at all to the rest of the residents who are at times glad to thank a good God for making gardens beautiful and for giving us ears to hear His voice in the harmony of His Creation and of man's inspiration of His spirit?

## DRAGON-BOAT FESTIVAL.

On Saturday, the 5th day of the 5th month of the Chinese Calendar, was celebrated one of the most ancient, most quaintly curious and pathetic of commemorations. Two thousand three hundred and sixty years ago a monarch ruled whose wickedness excited the virtuous rebuke and reproaches of the sage minister Chi'u Ping. Poet and patriot, he protested against the depravity of his sovereign, and attempted to save his suffering countrymen. His king was as deaf to him as the infamous Israelite king was deaf to the Prophet. The despairing Chinese sage, unable to help the people, and to continue to endure the sight of their misfortunes, cast himself into the river, where he sank never to rise again. Fishermen and boatmen innumerable sought to recover the body of one so loved and valued as he, but in vain. Losing hope of recovering his corporeal remains at last, the fishermen threw into the water little packages of rice and other things believed to be necessary to the shadowy shell of man after he has undergone the change called Death. Every year they met together to vie with each other in searching for some of the mortal vestiges of the long mourned patriot who might have saved his country had he been spared by unkind Fate. Generation followed generation, until the search became a memory and at last a tradition. Yearly the boatmen equip long boats like the long canoes of the Maoris. Very narrow and flat bottomed, they are often over a hundred feet long, and sometimes seat more than sixty paddlers. We have seen a "Dragon boat" with seventy paddlers and six drum and gong beaters. The usual rhythm of the beat of the drum is the dactyl, one long and two short, while in the swing of a race with other boats. The rhythm increases in pace and the "long" beat disappears at the end, and a furious series of short beats succeeding each other with furious rapidity testifies to the ardour and energy of the crews. Just before beginning the beating the gong strikes trochaic measure. It is most weird. Last Saturday some of the members of Government thought it worth while to go down to Aberdeen to witness the Dragon boats racing, and prizes were given to a few of the winners. We think that our officials have shown wisdom in doing this. The Chinese are far more appreciative of these things than people think, and to see the chief of the executive, the embodiment of Sovereign Power, lend the dignity of his presence and the grace of his patronage to a traditional festival of this kind, appeals with great force to the nobler and more accessible side of the Oriental imagination.

## PUBLIC VEHICLES.

Our attention has been called to a possible source of infection and a certain source of grave inconvenience and annoyance. There are public ambulances for the conveyance of sick persons to hospital at all the Police Stations and at several other points in the Colony. It is not, however, always possible or convenient to obtain an ambulance in case of great emergency, and it often happens that a chair or a rickshaw is used instead to convey a patient. Now, of course, in every such instance the chair or rickshaw should be, and usually is, thoroughly cleaned and disinfected when the patient has been handed over to the Police Station, dispensary, or hospital. But it does sometimes happen that everybody's business is as usual scrupulously carried out by nobody whatever, and that a conveyance which has just been used for a patient suffering from no-matter-what may be light-heartedly carried away by its coolies and may play for hire to persons who have the most serious objection to occupying a seat which has just been vacated by an individual afflicted by any disease, no matter what. The attention of the proper persons responsible for the protection of the public in this matter must be called to it, and increased vigilance should be exercised by those who have the duty of guarding the doors of establishments like hospitals whether anybody may be brought at any time suffering from anything.

## LOCAL AND GENERAL.

THERE has been no imported case of plague from Canton to-day.

THE English Mail of the 7th May was delivered in London on 11th inst.

THE late Sir Edward Wills left £45,800,000, and the amount of death duty payable is £37,668.

FOR snatching a gold ear-ring from a Chinese woman, a native was this morning awarded six months' hard labour and four hours' stocks.

A coal-cholier who stole a set of razors on board the s.s. *Sangkai* was this morning awarded one month's hard labour and four hours' stocks.

THREE months' hard labour and four hours' stocks was awarded a native in the Police Court this morning for stealing a gold watch and chain and appendage.

As a small boy was walking along the roadway yesterday, he felt a tug at his pocket and the next moment his watch and chain had gone. This morning the thief was given six months' hard labour and four hours' stocks.

WE notice in a Bristol contemporary an announcement that a service of requiems had been commenced on the Clifton Downs. The vehicles had to be licensed in the ordinary way and the nearest approach the justices could get to the real thing was to grant them licenses as Bath Chairs!

A TOKIO despatch of 8th inst. says:—H. E. Wu Wei-te, Chinese Minister in Tokio, who has been appointed Junior Vice-President of the Waiwupu, left Tokio for China this afternoon. His Excellency had a farewell audience of the Emperor and was entertained at dinner by Count Komura, Minister of Foreign Affairs, on Monday.

A PASSINGER from Singapore informed a Ceylon paper that there had been transhipped to Colombo harbour from the *Dohi* to the *Moollan* scrip for £150,000 purchased mainly by the Trust Companies recently formed in London. This had helped Singapore a great deal. The paper adds:—"We suppose these trusts will turn their attention to Ceylon soon."

A FOURTEEN-year-old youth appeared before Mr. J. R. Wood at Magistrate's this morning for stealing two brass-casios from a Japanese shop at No. 12, Lyndhurst Terrace. It appears that the owner of the shop on several occasions previously had missed certain valuable articles, which the thief disposed of to a number of shop-keepers in Lower Lascar Row. This morning he was convicted but his Worship reserved his sentence.

PATRONS of the Ring will be interested to hear that Bill Lewis (*alias* Lyn Truscott) will be back in Hongkong towards the end of next month. Arrangements are being made by Mr. R. Whitaker for fixing up some suitable meetings for Lewis. One of the first of these contests should be with Willis, who is much flattered by his supporters. "Battling" Sims, too, is anxious for another set-to with Truscott, who, by the way, will continue to fight under his old Ring name of "Bill Lewis" while on the China coast.

THE case was concluded before Mr. Justice Har-Isad, Acting Poinse Judge, this afternoon in which Wong Fa Ng, complainant, sued Capt. A. A. Johnson, Master of the s.s. *Shui On*, to recover \$1,000 for alleged assault and false imprisonment on the 16th February last. Counsel on both sides having addressed the jury, a unanimous verdict that no felony had been committed by the plaintiff was returned and general damages were awarded in the sum of \$500. The jury was as follows:—Messrs. J. A. T. Plummer (foreman), J. A. Hunter and D. Cooper. A stay of execution was granted pending appeal.

## THE HARBOUR MYSTERY.

Little or no additional light has been thrown on the circumstances attending the abandonment on Friday night of the Kowloon Dock launch No. 3, which, as reported in Saturday's *Telegraph*, was discovered that morning lying foundered close to the Police Pier at Tsai-sha-tsu. In the course of the salvage operations it was found that two planks near the water-line had been stove in, and it is surmised that this damage caused the launch to founder. Where the coxswain and crew have disappeared to remains a mystery, but in all probability they are now safely ensconced in the pulchre of Canton—a supposition which is made all the more likely by reason of the fact that their effects had been removed from the launch.

The salvage of the craft was carried out successfully by means of lighters and she was towed to the Docks for repair.

Meanwhile the Police are on the look-out for the ab. co. ding coxswain and crew.

## SHANGHAI DOCK AND ENGINEERING CO.

## ANOTHER TUG LAUNCHED.

Yesterday afternoon the Shanghai Dock and Engineering Company, Limited, launched a sea-going tug for the Quartermaster's Department, U.S. Army, Manila, P.I., which is to be used for towing purposes round the islands, reports the *N. C. D. News* of 7th inst. The hull is of mild steel. The tug's dimensions are 117 feet 10 inches long, breadth 26 feet, depth 17 feet. She is fitted with triple expansion, surface condensing, engines of 1,000 indicated horse power and has two, cylinder multi-tubular, boilers with forced draft. The auxiliary machinery includes steam steering apparatus, windlass, centrifugal salvage pump, a fire pump, electric light plant, including a powerful search-light, and evaporator and distilling plant. The bunker capacity gives her a steaming radius of 2,500 miles without coaling. The Dock and Engineering Company is also sending away in a day or two the last of four hopper barges built for the Macao Government, and will shortly deliver two lighters for the marine department of the South Manchurian Railway for use at Taiwan.

## Canton Opium Monopoly.

## GOVERNMENT TAKES ACTION.

REPRESENTATIONS BY THE CHAMBER OF COMMERCE AND CHINA ASSOCIATION.

The gravity of the action of the Canton Provincial Government in instituting the Opium Monopoly in Canton and South China was not one whit exaggerated in the columns of the *Hongkong Telegraph* when we brought to public notice the enforcement of the deferred monopoly in the Southern capital on the 7th inst. Thanks to the watchfulness of the British firms engaged in this trade, which bulks so large in the statistics of the port, they have gone about in a campaign to defeat the prejudicial effects of the revived scheme to keep out Indian opium from South China with a determination that should not fail of ultimate success in spite of the obstructiveness offered in quarters least calculated to be sympathetic to British commercial interests.

Unlike his predecessors in Canton the official in charge of British trade interests now at Shanghai, unfortunately, does not see eye to eye with the Hongkong merchants as to the illegal character of the new imposition in Canton, euphemistically termed a licence fee which Kwong Wing Yuen is empowered to levy upon every chest of raw opium entering Canton.

THE CONSUL-GENERAL'S ARGUMENT is to the effect that the \$750 charged per ball is an all opium for consumption in Canton. He holds that the opium passing out of Canton is exempt from the preposterous tax which is a distinct violation, as has been shown, of the Additional Articles to the Peking Opium Convention. Needless to say, in advancing that argument, against the Hongkong merchants' representations, the Consul was probably reiterating the contention urged by the Chinese Authorities in justifying the latest prohibitive taxation.

Our latest information from Canton is that the licence fee is exacted not only on opium actually consumed in the City and environs, but it is also collected on opium destined to find its way into the large prefectural districts as well. Obviously, where Chinese witnesses are concerned it is impossible to obtain documentary evidence that such is the case, but those engaged in the trade have every reason to depend upon their information as to the correctness of the report advanced from Canton.

## A COLLATERAL EVIDENCE

is found in the fact that, for the last two months' clearances have been practically at a standstill. As compared with the previous period they have fallen off by quite seventy-five per cent. The result is that the stock in hand is an abnormally large one as summarized below:—

	In Hongkong.	Shanghai.	India.
Males, chests...	3,000	5,000	1,500
Bengal, "...	4,000	4,500	6,000

Total, chests ... 7,000 9,500 7,500 that is, a grand total of 25,500 chests, or over fifty million dollars in value. For the Bengal opium in stock in Calcutta, the purchasing firms have already paid their cost to the Indian Treasury while the duty on Malaya has been similarly paid to the Indian Government. Fifty million dollars to be tied up in a single commodity is a sufficiently colossal sum to demonstrate the importance of the trade as affected by the monopolistic legislation in Canton.

## THE CHAMBER OF COMMERCE.

At the meeting last week of the General Committee of the Hongkong General Chamber of Commerce it was decided, as reported in these columns, to support the representations of the Bombay firms in Hongkong dealing in raw opium. The support took the shape of a despatch addressed to His Excellency the Officer Administering the Government, telegrams to Peking and to the London General Chamber of Commerce invoking the assistance of the parent association in forceful representation to the Foreign Office.

## HONGKONG GOVERNMENT MOVES.

Realising the importance of prompt action, we understand that the Colonial Secretary has telegraphed to H. B. M. Charge d'Affaires at Peking in the sense desired by the Chamber of Commerce, and, in a telegraphic despatch to the Secretary of State for the Colonies, has given all the weight of its influence to the cause of the Hongkong merchants.

## THE CHINA ASSOCIATION.

In the article which appeared in Friday's issue of the *Telegraph* relative to the Opium Question we said that "while the Committee of the Chamber of Commerce is lending its full support to the claims of the British merchants in Hongkong, the assistance of the local branch of the China Association has also been invoked in the same direction, and we have reason to believe that the Association are about to take such steps as will, in the opinion of the Committee, make effective their representations to the Foreign Office in London."

From information received this morning we understand that the local branch of the China Association have wired to the London Committee pointing out that the situation created by the present attempt to establish an opium monopoly in Canton is, broadly speaking, similar to the attempt made in September, 1908, and then defeated by prompt Consular representations. At that time the action of the British authorities created the impression that they were prepared to uphold the existing Treaty regulations; and upon the strength of this belief Indian merchants have since made their purchases from the Indian Government. The local branch of the China Association take up the position that nothing has happened since 1908 to justify any change in the official attitude.

On the occasion above referred to the telegram despatched to the London Committee stated that the Kwangtung authorities had issued a notification placing restrictions upon opium, calculated to create a monopoly, and seriously threatening the British India trade.

and begged the Committee to make representations to the effect that the reduction in the export of opium from India did not alter the existing Treaty obligations governing the conditions of sale.

When those representations were made in 1908 they received the support of the then British Consul-General at Canton and had the desired effect of defeating the Viceregal intention of evading Treaty obligations. In the present crisis, however, the Consul-General, now at Canton appears to have approved tacitly of the imposition of this new taxation on his own reading of the Convention irrespective of those Treaty rights that have already been established beyond doubt by means of Great Britain's representations and protests.

Sofar as THE HONGKONG OPIUM FARM is concerned, we are reliably informed that it is not affected by the monopoly in Canton. As a result of the closing of the opium-smoking dens and the temporary exodus of a large number of Chinese from Hongkong the quantity of prepared opium sold by the new Opium Farmers dropped to about 800 tons a day, against 1,500 tons sold by the old Farmers. During the past two weeks, however, the losses of the opium privilege in Hongkong appear to be making up lost ground, and it is reported that the sales have steadily crept up to 1,400 tons a day, at which they now stand.

## MOTION FOR CONTEMPT OF COURT.

## DOINGS OF RIVAL SHIP CHANDLERS.

Before Sir Francis Pigott, Chief Justice, in the Supreme Court this morning, Mr. M. W. Slade, K.C., moved a motion that Pang Chung Yui and Sang Ng Shi be committed to prison for contempt of Court in interfering with the management and control of John Hennessey Setb, accountant of 5, Queen's Road Central, as Receiver and Manager of the A. Dai shop 29, Hing Lung Street, appointed by an order of the Court on the 11th January, 1910, and that they be restrained by an order and injunction from incurring any debt or doing in respect of the business of the said Receiver and Manager or meddling or interfering in any way with the business, properties or assets thereof, or the management and control of the said John Hennessey Setb as the said Receiver and Manager, let entering upon the premises occupied by the A. Dai shop until judgment in that action or until further notice. Mr. M. W. Slade, K.C., instructed by Mr. Johnson, of Messrs. Denny and Bowley, appeared in support of the motion on behalf of Pang Chung Yui, the plaintiff, Mr. Eldon Potter, instructed by Mr. F. X. Almada, of Messrs. Almada and Smith, appeared for Pang Chung Yui and Mr. C. G. Alabaster, instructed by Mr. C. Wilson, of Messrs. Hastings and Hastings, represented Pang Ng Shi.

Mr. Slade stated that the action as appeared from the writ and statement of claim was an action against the two defendants, who claimed to have the administration of the estate of Pang Sui Kai, deceased. Pang Ng Shi, the second defendant, was recently appointed administrator of the estate of plaintiff's grandfather. What happened to the A. Dai firm was what often happened to many firms in the Colony whose original owner died and no letters of administration were left in connection with the estate. In 1885, the defendant Pang Chung Yui took over the management.

His Lordship—When was the administration taken out? Mr. Slade—This year, my Lord. Having read the statement of claim, Mr. Slade said that by an order of the Court which was made on the 11th January last, Mr. J. H. Setb was appointed Receiver and Manager of the A. Dai shop and gave the necessary securities to take up the business. The motion was brought to prevent interference by the two defendants with the Receiver in the performance of his duties. It was a double motion; one was for commitment to prison and the second was for an injunction. He did not wish to press for the commitment of the defendants to prison. He suggested that the order should be allowed to lie in the Registry and an enforced unless by a special order of the Court. It was a method of saving time and was a question of machinery. He did not want them to be committed to prison but only to protect the Receiver and Manager.

Proceeding, Mr. Slade gave the specific acts of interference by the defendants. The defendants after they left the A. Dai shop started a rival business and solicited orders from the plaintiff's customers. They also removed certain silverware from the A. Dai shop and made presents of it to the ship's Captain, and further removed quantities of wood. The defendants alleged that they were "waste wood" by Mr. Potter cited a number of decided cases which he said were on all fours with the present circumstances. He submitted that his Lordship could not make such an order without authority. It would be a sweeping order; as it would deprive the defendant of a living.

His Lordship said he could not fully understand the cases cited.

Mr. Potter said nothing could be simpler.

His Lordship said the cases were too thinly reported. Mr. Potter said the cases were identical with the present circumstances. It was hardly fair that on a motion by the twenty-year-old plaintiff, the defendant should be ousted out altogether. He was willing to leave the A. Dai shop if a subsistence allowance was granted him by the Receiver.

His Lordship said on the face of it, it was clear that the defendant had no business in the A. Dai shop but that he would have to be given an allowance if he was to leave the A. Dai.

After further argument the hearing was adjourned to Chambers.

## CANTON-KOWLOON RAILWAY.

## ROADS IN THE NEW TERRITORY.

Several new Government roads, debouching from existing roads, on the Kowloon Peninsula, are being constructed in the New Territory and are to be completed in the near future. One of the roads is a direct road from the Kowloon Peninsula to the New Territory, and another is a road from the Kowloon Peninsula to the New Territory, and another is a road from the Kowloon Peninsula to the New Territory.

## BLAKE PIER AMENITIES.

## THESE SEATS!

Since the public seats were placed on Blake Pier some months ago, numerous complaints have been ventilated in our columns as to the daily appropriation of these conveniences by undesirable classes of coolies and loafers, whose presence prevents the seats from being used by the very people for whom benefit they were placed there. Ever since Blake Pier was opened there had been a continuous call for the provision of seats for the use of tourists, steamboat passengers and others whose business took them to the Pier, and it was only after long agitation that the authorities did cause the present seats to be fitted up. But now that the seats have been at last erected, they are found to serve very little purpose, being almost constantly monopolized by an undesirable section of the population, to the exclusion of bona fide users of the Pier—especially ladies and children awaiting launches.

So clamant became the demands for redress of the nuisance that we would have expected to see stringent measures adopted by the Police to effect this end; and as time passed on and yet no signs of improvement were apparent the public naturally felt that some explanation should be forthcoming. The explanation is, that as a matter of fact the Police have no power at present to order away anyone who chooses to utilise the Pier seats so long as he is not disorderly or unseemly in his conduct. In the latter instance such contravention can be dealt with under the Public Pier Ordinance. It was only last year that an amendment of the regulations under this Ordinance was made so as to prevent the practice of sitting on the Pier railings. Previous to that regulation being passed, coolies were in the habit of foregathering on Blake Pier by the score and perching themselves on the top bar of the railings, which were frequently bent and besmudged with filth as a result of the impudency from Police interference that they enjoyed in their improvised sea-side resort. In that case the authorities were equally slow of motion in taking steps to get the matter rectified.

So far as the proper regulation of the use of the Pier seats is concerned, the Police are in no way to blame. The fault lies with the Government in failing to frame the necessary rules for ensuring good order. What surprises one is that the coolies who frequent the Pier seem to know the powerlessness of the Police to interfere with them and frequently indulge in the fascinating game of "cheeking" the officer who endeavours to put into operation the little authority that he does possess. In one instance three youths and these were schoolboys who ought to have known better—were actually charged with disorderly conduct, but in the absence of proper regulations under the Ordinance the case had to be abandoned.

It is, at any rate, satisfactory to learn that the authorities are now taking steps to introduce such amendments in the regulations as will serve to abolish the misuse of the Blake Pier seats. The new rules, it is expected, will come into force next month.

## WATER HOLE.

## MATCH BETWEEN Y.R.C. TEAMS.

On Saturday a water-polo contest took place at Stonecutters' Island between teams representing the Victoria Recreation Club, consisting of the Whites and Blues. In the first-half of the game, Rodriguez, of the former team, dropped out of the game on account of cramp but returned to his place in the second-half, when the Whites succeeded in increasing their score. The game resulted in a win for the Whites by three goals to one. A. H. Carroll was responsible for two goals for the Whites and A. S. Ellis the remaining one, while for the vanquished team, A. V. Barros and E. de Leitoz each contributed one goal. The teams were composed as follows:—

**WHITES.**  
A. H. Carroll (Capt.), J. M. Rozi Pereira, A. S. Ellis, C. A. C. Rodriguez, J. M. G. Lopez, R. A. Carvalho, M. A. R. Sousa.

**BLUES.**  
A. V. Barros (Capt.), J. A. Lammer, F. L. Rosa, E. de Leitoz, F. K. Tais, I. E. Chuay.

## THE FUNERAL OF KING EDWARD.

## FLORAL TRIBUTES FROM THE FAR EAST.

Unique tributes were sent by His Imperial Majesty the Emperor of China and his Imperial Highness the Prince Regent of China. These two tokens of sympathy and mourning were identical in shape. They consisted of chaplets of solid silver, worked most artistically in the shape of roses, lilies, and lustral leaves. Each was tied with a broad red sash; the Chinese mourning colour, from which was pendant the Imperial Dragon of China, also in solid silver. That of the Emperor bore the words "With sincere condolence from His Imperial Majesty the Emperor of China." The inscription was repeated in Chinese characters, and in both cases the words were in golden letters. The Prince Regent's inscription was identical in word and design, with the substitution of the words "Prince Regent" for "The Emperor." His Imperial Highness Prince Tai-tai, the Special Ambassador of the Emperor of China, sent a magnificent wreath 6 ft. square composed of lilies, orchids, white roses, and pines, with the words, "With respectful condolences from His Imperial Highness Prince Tai-tai." An equally similar wreath was sent by His Imperial Highness Prince Ching, both wreaths being tied with broad red sashes. The Chinese Ambassador was also presented by a four-foot wreath of orchids and roses tied with red ribbon.

It seems incredible that in these days of wireless telegraphy, when the news of the King's death was known to ships in mid-ocean even before it had reached the people in our London suburbs, there is as yet no news of our own coast, where inhabitants are still in ignorance of the national loss. Some may say that before the news of the King's death reached the people in our London suburbs, there is as yet no news of our own coast, where inhabitants are still in ignorance of the national loss. Some may say that before the news of the King's death reached the people in our London suburbs, there is as yet no news of our own coast, where inhabitants are still in ignorance of the national loss.



## The Rubber Market.

## REMARKABLE RECOVERY.

## RENEWED CONFIDENCE IN THE BOOM.

Following upon a week of marked depression, the rubber market evinced a decided tendency towards recovery on Friday last, and latest London quotations to hand appear to indicate a continuance of the improved state of things.

On that date Messrs. Ellis and Ellis reported that "after a spasm of weakness with consequent marked depreciation in prices of all stocks, the Rubber market is exhibiting signs of renewed vitality and closes fairly strong. Only a small business has been put through during the week under review, and at low rates. The Singapore market continues very dull and all stocks show further depreciations. Para Hard fine Rubber declined to 1/9, but latest telegraphic advices to hand give the price at 9/8."

## UNDER THE SAME DATE.

Messrs. E. S. Kadoorie & Co. write:—"The market in sterling Rubber shares, after experiencing a fairly heavy depression, presumably following the fall in price of the raw material, has had a sharp recovery and closes firm with buyers of most stocks. The quotation for Rubber in London yesterday was 9/8. The market in Singapore stocks remains in a stagnant state. The local market has been very quiet with a selling tendency most of the week—a slightly better feeling prevails at the close."

The latest reports from London show that the closing price for Para Rubber had advanced on Saturday to 10/3 per lb, whilst prices generally had appreciated to a remarkable degree in face of the set-back that made itself felt so strongly a week or ten days ago. To take at random a few cases in point as showing the rise in market prices in London on Saturday as compared with the previous day's quotations, Anglo-Malays rose from 30/ to 31/; Allagars from 7/5 to 7/6; Castles from 12/6 to 14/0; Ostry United from 21/ to 28/6 prem.; Highlands and Lowlands from 14/0 to 14/5; Ledbury from 7/6 to 7/8; Rubber Trusts from 5/6 to 5/8; Bhefords from 7/6 to 8/6; and Sengai Chohs from 11/0 to 13/0.

## LOCAL OPINION.

In view of the important change which the past few days have brought about in the aspect of the rubber market, several prominent rubber operators were interviewed this morning by a representative of the *Telegraph* with the object of ascertaining their opinions regarding the sudden rise that had taken place. On all sides it appeared to be a sound belief that the most recent developments in connection with rubber were the outcome of a big "bear" movement, and that now their purposes had been accomplished it was more than likely that prices would go up still higher. In some quarters, indeed, the conviction is strongly held that during this summer the rubber market and the share market will reach yet even higher marks than those which have hitherto been recorded. It will not be considered out of place to remind investors to keep plainly in view the fact that they should refrain from buying what they cannot pay for. There seems to be a consensus of opinion in trading circles in Hongkong that the notable fluctuations of the rubber market since Friday have been caused by the manipulations of New York bears, and it has to be borne in mind that what the bears have done once they can do again.

## A RUBBER FORECAST.

In a brochure entitled "Rubber Companies' Statistics," just published, Mr. Arthur Shepherd says that rubber planting in the Middle East is an industry which has come to stay. "It will not," he says, "continue to yield the rich profits which have been reported by pioneers in the past; but that an important new industry has been created which will for many years continue to yield more than ordinary commercial profit has been abundantly demonstrated and is now fully recognised by the investor. In submitting his-

## COMPARATIVE ANALYSIS.

(A supplement to the table published in the *Financial & Bullionist* of 4th October, 1909). Mr. Shepherd remarks that no attempt has been made to show what any particular estate is actually worth. His object has been to convert the market price of the share into an equivalent market valuation of the company's estate and to show an investor, who purchases at the present market price, approximately how much he is paying per acre for rubber land of a given age. For the purpose of maintaining interest in rubber a fairly correct ratio between the values of planted land of differing ages, a scale has been adopted such as is used by professional rubber valuers and the market price of shares has been made to decide what is the market valuation of each year's planting. Mr. Shepherd's publication will be found valuable by all. It is issued from the office of the *Financial & Bullionist*, 25 Dean Street, Potter Lane, London, E.C.

The following extracts are from the *L. & C. Express* of May 20:—"The market for Para has been very quiet, with little business passing. Fine Hard Para on the spot and May-June delivery is quoted at 10s 7d, June-July 10s 7d and July-August 10s 8d. Soft Fine May-June-July 10s 4d values. The receipts at Para this month are 1,050 tons. Plantation is quoted at about 10s 9d to 11s 5d per lb for good average sheet."

Messrs. George White & Co. report on May 13:—"Receipts at Para for the month up to 13th were 800 tons. During the whole month of May last year the total was 2,340 tons, and 3,910 tons in 1908. The following are the crop figures:—Receipts at Para July 1, 1908, to 30th May, 1909, 35,510 tons."

Stability in the market for crude rubber would seem to have been tolerably well restored. When the last auction took place the price of Para fell back to 10s 4d, but there has been since a gradual recovery to about 10s 7d, with a fair revival of buying in spite of the recent bearish outlook. And the disturbing

reports circulated as to the fate of the market, there is no ignoring the fact that the inherent strength of rubber, based on depleted stocks and the large consumption, has quietly reassured itself. The total receipts in Liverpool during April were rather heavy, being about 800 tons ahead of deliveries—a fact which was possibly viewed with some disquiet by the trade, inasmuch as smaller quantities went from Para to the United States, where the deliveries for April appeared to have been 170 tons in excess of the arrivals. Unsold stock there would thus appear to have practically vanished, although possibly big American manufacturers have certain reserves. The reduced quantities shipped to America since the end of March may perhaps be regarded by some as indicating a falling-off in American consumption; but there is no proof of this, or, indeed, that consumption has been injured elsewhere. Now that the bulk of the Brazilian crop has been accounted for this season, the question of prospective supplies in the near future has to be considered. The quantity exported from Para this month will be materially smaller than last, which may have some bearing upon the course of affairs. On the assumption that the world's consumption is at the rate of at least 75,000 tons a year, the visible supply is less than a month's requirements, while there will be a notable shrinkage in the Brazilian shipments over the end of the crop season. The chief element of uncertainty concerns United States requirements, the recent contraction of which can hardly be viewed very seriously, in view of the depleted stocks across the Atlantic, which must involve fresh buying sooner or later. Several authorities in Mexico have been looking for brisker bidding and higher prices all round at the next sale on the 24th instant, one of the reasons given being that nearly three weeks will elapse before the following sale, which is fixed to take place on June 14.

## SHIPMENTS OF RUBBER.

A shipment of 100 tons of rubber, valued at about £100,000, left Brazil for New York on the 13th instant in the Booth liner *Catara*, and the *Lavina* left Para on the 8th instant for Liverpool with 180 tons, estimated to be worth £180,000. At this time of the year it is customary for shipments to be on a small scale, but consignments seem to have fallen off at the end of this season much more rapidly than usual. One explanation of this may be that the high quotations for the product induced growers to bring in all their rubber early, and another that the prices have been so satisfactory that growers have been less inclined to make a second expedition to the interior. There is no doubt that for some reason the bulk of the rubber from Brazil has lately been coming to this country. In April the Booth Line steamers carried only 440 tons to New York, as compared with 1,900 tons in the corresponding month of last year, while these vessels brought 2,700 tons to Liverpool, as compared with 2,100 tons a year ago. The effect of the reduction in the American demand is believed, of course, to have been shown rather plainly at this Munich-have sales a few days ago.

## THE SHARE MARKET.

Business in the Rubber Share Market has been quiet, even rubber shares being affected by the hallowed condition which have characterised almost all markets. The underdone has been fairly firm, nevertheless, and the popular 2s. shares went ahead for some time; but with profit-taking on a market with very little heart in it prices have receded. The fall, however, for the most part have not been serious or even striking, being mainly fractional in extent. This is sufficient to show that the offerings were not heavy, but at the same time the buying was also slight. The 15th instant was, in fact, one of the gloomiest days the market has experienced for some weeks, but the electric news was only in sympathy with the general cooling throughout the entire Stock Exchange.

## PRAYING FOR RAIN.

## CHINESE THANKSGIVING.

In connection with the elaborate ceremonies that took place in the New Territory recently whilst the Chinese were praying for rain, it is a remarkable fact that the much-needed downfall began on the 24th day of last month, which was the date predicted by the "bear" priests for the beginning of the rains. After the break in the weather occurred, a procession consisting of some 200 people made a three days' pilgrimage to the various temples in the district by way of thanksgiving.

## THE UNKNOWN IN CHINA.

## DEMAND FOR A PARLIAMENT.

Peking, June 7. Eighty delegates representing the provinces and communities over-sea will memorialise the Throne to-morrow, again demanding that a Parliament be established immediately. The delegates are confident of success. Eight of them express determination to succeed or to commit suicide. The agitation has overshadowed the general interest in the unrest in China.

It is reported that malcontents are endeavouring to gain over the provincial soldiers. Consequently the Government has ordered the removal of breach-blocks from guns and the bolts from rifles in various provinces. Staunch Government troops are in readiness to be transferred to disaffected districts. These and other precautions are reducing greatly the possibility of a dangerous rising.—*N. C. D. News.*

## A DEFERRED PETITION.

The presentation of the memorial asking for the speedy summoning of a Parliament, which was to have taken place to-day, has been postponed. The memorial will probably be presented on June 16.

## WHERE WIVES ARE OBED.

There are people who live in this country who, if they only knew it, would be far happier elsewhere—in India, for instance. There a man so mutilated his wife's nose, the other week that the doctor told him it would be necessary to send to England for an artificial one, at a cost of £25. When did the man do that? At the age of 10, it is said. He was marked that, as he could get a new wife for £25, he did not mind the loss of his old one. Evidently there is no Trust in wives in India.

## RAUB AUSTRALIA, N. CO.

## REPORT FOR THE FOUR WEEKS ENDING MAY 21ST, 1910.

## BUKIT KOMAN MINES.

Main Shaft. The Cornish Plunger Pump has been fixed at No. 6 level, and is now working satisfactorily. Preparations are now being made to place an 8 in. Euckat Pump below the No. 6 level. When this is completed sinking of the shaft will be resumed. 440 ft. Level N. Main drive advanced 23 ft. total 599 ft. 440 ft. Level N. Intermediate drive in Stope advanced 13 ft. total distance from Winze 146 ft. This drive has now reached the extremity of the shaft N.; some good patches of stone were met with during the four weeks under review. The intermediate drives N. and S. from the Winze E. of shaft (Drives between the 440 ft. and 540 ft. levels) are opening some very fair stopping ground. 540 ft. Level S. Main drive advanced 7 ft. total 233 ft. Lode assaying 2.50 dwts. per ton for the width of drive. 540 ft. Level N. drive on Foot-wall lode advanced 13 ft. total 86 ft. from Winze. This drive is now about 210 ft. N. of Main Shaft. The lode has been of good quality during the driving of at least the last 50 ft. This drive is opening good stopping ground, and seeing it is the deepest point in the Mine, it speaks well for the future. The average assay value for the four weeks is 8.30 dwts. for a width of 42 inches.

There has been a falling off in the "footage" in the No. 6 level in the four weeks under review, the cause being the accumulation of water in this level during the time occupied in disconnecting the Bucket Pumps, and connecting the Plunger Pump. The water, however, will be pumped out in the course of a few days.

	tons	dwt
Stopes 440 ft. Level N. 636 assaying	9.63	
" 440 ft. " " 8.396	6.60	
" Intermediate 190 "	8.64	
" 540 ft. Level S. 190 "	8.40	
" 540 ft. " " N. 93	9.16	

In this footage the stone from the Intermediate drives is included, also the stone from the 540 ft. Drive N.

## STOPE MINES.

160 ft. Level N. Main drive advanced 16 ft. total 428 ft. The value remains about the same as when last reported on.

160 ft. Level S. No. 3 Winze has been sunk to a depth of 104 ft., and at this point connected with the 260 ft. S. from "Anderson's" Shaft.

Drives N. and S. have been commenced on the "W. Branch" from the cross-cut in which No. 1 Winze is sunk; in fact No. 1 Winze was sunk on this "Branch" from the 160 ft. to the 260 ft. level. These drives have been extended 54 ft., on the lode, with excellent results. To the N. 27 ft. were driven, the average assay being 2.35 dwts over a width of 48 inches; to the S. 27 ft. also were driven, the lode assaying 12.80 dwts for the 48 inches in width. These drives are opening a good piece of stopping ground; this W. Branch being intact for a considerable height above the 160 ft. level.

In the 160 ft. level stope a "prospecting" has been carried out on the Main lode S., and on "Branches" discovered in cross-cutting for re-filling.

The Stopes above the 160 ft. level produced from the northern end 707 tons, assaying 5.28 dwts per ton, and from the southern end 487 tons assaying 5 dwts per ton. The Air Shaft from surface was connected with the 160 ft. level stope at a depth of 74 ft. Through this shaft, the "Dunn" at "Anderson's" shaft, is being sent into the 160 ft. level stope for re-filling.

## ANDERSON'S.

260 ft. Level N.; but little has been done in the drive during the month, the men being engaged in cross-cutting E. and W. to ascertain if any lode had been allowed to stand in the side of the drive; nothing being discovered by these cross-cuts, the driving of the Main drive has been resumed.

260 ft. Level S. The men from this drive have been occupied in cross-cutting E. to connect with the Winze, and W. to see if any portion of the lode remained in that direction.

260 ft. Level S. on E. Lode advanced 13 ft. total 67 ft. The lode assaying 1.47 dwts for the width of drive.

Stopes N. on Main Lode produced 170 tons, assaying 6.60 dwts, per ton N. on W. Branch 56 tons assaying 15.15 dwts per ton. N. on W. Branch 129 tons assaying 9.90 dwts per ton, and the S. stope 164 tons assaying 6.65 dwts per ton; this also on W. Branch.

## MILLING SHEET.

Bukit Komau. 40 stamps run 28.6 days. Loss of 4.8 days caused by breaking of "Osm Shaft" and a "Leaded bearing" at Sampang Power Station, cleaning up, etc.

	tons.	tons.
Stone Crushed Bukit Komau	1,444	
" " " "	911	
Anderson	155	2,530
Hootington Mill run 25.42 days.		
Stone Crushed Bukit Komau	104	
" " " "	207	401
Total	2,931	

	tons.	tons.
Producing Amalgam	9,860	0.35
Retort gold	1,128	
Bullion	1,118	137
Average yield per ton	7,619	dwt.
" value of tailings	1.3	

BUKIT MALACCA. No. 1 Mill run 10.5 days. Crushing 401 tons of stone from Stope "2" and Anderson Mines. Producing Amalgam 247 tons. Retort gold 98. Bullion 99.

Grit Mills produced Amalgam 59 tons. Retort gold 26. Bullion 25. Total Bullion 7,445.537 tons. Total Stone crushed 3,333. Amalgam 3,107 tons. Retort gold 1,226. Bullion 1,218. Average yield per ton 7,255 dwt.

## COMMERCIAL.

June 13th, 3.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	7/9
Anglo-Malays	Ts. 16
Balagowis	5/1
Batu Tiga	5/2
Beritams	8/6
Bukit Kajangs	—
Bukit Rajahs	—
Carey Uniteds	28/6 prem.
Castles	14/0
Changkat Serdangs	5/8
Cherns	2/0
Damansaras	18/5
Eastern Internationals	43/6 prem.
Fed. Selangons	—
Glenclys	53 sellers
Glenshields	—
Goldcons	13/5
Golden Hopes	—
Highlands and Lowlands	14/6
Indragitis	33/5
Isch Kenneths	—
Jekies	—
Jonglandors	—
Kamunings	9/6 prem.
Kuala Lumpors	20/5
Ladadors (fully paid)	—
Ladadors (ppd.)	—
Labus	—
Ledburys	10/5
Linggis	6/5
London Asiatics	11/7
London Ventures	7/6
Mertimas	—
Pajams	51/6
Pegohs	350 sellers
Rubber Trusts	59/ prem.
Sagras	—
Sandycrofts	53/7
Sapongs	—
Seafields	—
Sekongs	40/ prem.
Shelfords	—
Singapore & Johores	83/6
Sumatra Paras	12/9
Sungei Chohs	130/
Sungei Kapars	19/
Tandjongs	—
Tangkahs	37/6 prem.
Toeraples	7/6 prem nom.
Old Rania	—
United Serdangs	45/
United Singapore	83 sellers
United Sumatras	13/6
United Langkats	—

Para Rubber ..... 10/3 per lb.

The Ledbury Co. has declared a dividend of 3s. 6d. per share.

The Rubber Plantations Investment Trust has declared a dividend of 1s. 3d. per share.

## MAY RUBBER RETURNS.

Kuala Lumpur, June 4th. The following Rubber companies announce the following crops for the month of May:—  
Anglo Malay ..... 47,953 lbs.  
Patallins ..... 27,057 lbs.  
London Asiatic ..... 12,656 lbs.  
Golden Hope ..... 5,877 lbs.  
Elaba ..... 5,786 lbs.  
Ribb ..... 5,623 lbs.  
Bikan ..... 785 lbs.  
Sungei Choh ..... 3,930 lbs.  
Sungei Salak ..... 2,103 lbs.  
Seremban ..... 31,526 lbs.  
Highlands and Lowlands ..... 38,648 lbs.  
Batu Tiga ..... 6,621 lbs.

## Messrs. Behn Meyer.

SINGAPORE FARA, May 4, 1910.

## Other Sources.

INCH KENNETH, May 14, 18 lbs. last May 5,239 lbs. to May 31st 128,047.  
CAREY UNITED, May 12, 002.  
BUKIT KAJANG, May 3,824 lbs. total five months 12,761 lbs.  
SAINT HELENA, Perak, May 125 lbs.

## Messrs. Guthrie &amp; Co.

KAMUNING, May 7, 71 lbs. Revenue—from £10 53,370. April 6,293 lbs and £14,414; 100 mon. 57,367 lbs; tin revenue \$43,117.

## Messrs. Barlow &amp; Co.

HIGHLANDS LOWLANDS, May 38,648 lb; total for five months 212,086 lb.

## Kuala Lumpur, June 6.

GLENSHIELD—3,120 lbs.  
JOGRA—5,671 lbs.  
BEVERLAC—8,943 lbs.  
Agents F. W. Barker & Co.  
MERTON—1,761 lbs.  
ALMA—600 lbs.  
Agents Ewart and Co.  
CHANGKAT SERDANG—3,003 lbs. Total four months 12,599 lbs.  
Agents Messrs Aylesbury and Garland.  
SUNGAT—6,003 lbs. Total 26,035 lbs.  
GLENSHIELD—1,621 lbs. Total 7,850 lbs.  
RATANUI—1,491 lbs. Total 5,129 lbs.  
Agents F. W. Barker & Co.  
LANADRON—37,173 lbs.; against 28,758 lbs; Total five months 143,018 lbs; against 84,666 lbs.  
Sengwang—6,000 lbs; against 1,208 lbs; Total for four months 19,994 lbs; against 4,970 lbs.  
SINGAPORE AND JOHORE—10,556 lbs; against 2,494 lbs; Total for five months 47,091 lbs; against 8,600 lbs.  
LEDURYS—9,609 lbs; against 4,040 lbs; Total for five months 43,463 lbs; against 19,717 lbs.  
Agents McAllister & Co.  
Allagars—3,100 lbs.

## Events Coming.

Monday, 13th June.  
New Season's Ladies' Opening Ceremony.  
Tuesday, 14th June.  
New Season's Ladies' Opening Ceremony.

## Co-day's Advertisements.

## NAVIGAZIONE GENERALE ITALIANA (Florio and Rubellato United Companies).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERIAN GULF and BAHAMAS, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship "ISOHIA."

Captain Belsito will be despatched as above TO-MORROW, the 14th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.  
Hongkong, 13th June, 1910. [16]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship "LAISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 15th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 13th June, 1910. [7]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, GUYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship "ARCADIA."

Captain S. Barchan, carrying His Majesty's Mail, will be despatched from this BOMBAY, etc., on SATURDAY, the 25th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's R.M.S. *Mohini*, 10,883 tons, from Colombo, Passenger accommodation on which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Arabia*, due in London on 7th August, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT, Superintendent.  
Hongkong, 13th June, 1910. [1]

## DO NOT HESITATE,

but call at H. PRICE and Company's Establishment when you require any

ALES, STOUTS, PORTS, CLARETS, BRANDIES, WHISKIES,

or anything else in the way of Liquors, Cigars, Cigarettes, etc.

H. PRICE & CO., LTD., represent ONLY the VERY BEST Houses, consequently the public can rely on getting the best value for their money.

H. PRICE & CO., LTD., WINE AND SPIRIT MERCHANTS,

12, Queen's Road Central, Hongkong.

Telephone No. 135.

Opening on June 13th.

Opening on June 13th.

Opening on June 13th.

Opening on June 13th.

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Opening on June 13th.

Opening on June 13th.



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON. 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Oce" Class of Saloon Passengers (formed later) and the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 443/-

Via New York 445/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

M. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, KUTANG	"KUTANG"	MONDAY, 13th June, Noon.
SHANGHAI via SWATOW	"CHOYSAH"	TUESDAY, 14th June, Noon.
SHANGHAI	"HANGSANG"	THURSDAY, 16th June, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 17th June, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 18th June, 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	FRIDAY, 19th June, Noon.

RETURN TOURS TO JAPAN (Occupying 34 Days).

The steamers "Kutang," "Namsang" and "Loongsang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Timber Cargo on through Bills of Lading to Kaitum, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215, Hongkong, 11th June, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	TO SAIL
HAIPHONG	"CHIEH"	14th June, Daylight.
CHEFOO & TIENSIN	"KORUOW"	14th June, Noon.
MANILA	"LARIAN"	14th June, 3 P.M.
SAIGON	"HUPHIE"	15th June, 4 P.M.
SHANGHAI	"SECHOUE"	16th June, 4 P.M.
CEBU & ILOILO	"KAIKONG"	17th June, Daylight.
SHANGHAI	"CHENAN"	17th June, 4 P.M.
SHANGHAI	"TAIYUAN"	18th June, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"LIEN"	18th June, Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANJOI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED

FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Antai, Chien, Lian, Chien).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Saturday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 16, Hongkong, 11th June, 1910.

## HONGKONG—MANILA.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship

For

Sailing Dates.

SAIPHO

RUH

For Freight or Passage, apply to SHEWAN TOMES & CO.

Telephone No. 16, Hongkong, 11th June, 1910.

## Shipping—Steamers.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO. Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TAGOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata		WED'DAY, 20th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TASMUI v. SWATOW & AMOY, ANPING via SWATOW and AMOY	"DAIGI MARU" Capt. H. Matsuyama	SUNDAY, 19th June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"SOSHU MARU" Capt. Captain	WEDNESDAY, 22nd June, at 10 A.M.
	"BUJUN MARU" Capt. Captain	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20 % will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 13th June, 1910.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Capt. F. L. Schmar, Tons 6000 AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moise, Tons 9000	WEDNESDAY, 21st June, at Daylight. WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. Hirotsu, Tons 7000	SATURDAY, 16th July From KOBE.
VICTORIA, B.C., & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000 IYABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 21st June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 5th August, Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMB MARU, Capt. E. Combes, Tons 5000	TUESDAY, 14th June.
SHANGHAI, MOJI & KOBE	IOEYON MARU, Capt. A. Mocker, Tons 6300	WEDNESDAY, 22nd June, P.M.
KOBE AND YOKOHAMA	KAGA MARU, Capt. M. Hagino, Tons 7,000	THURSDAY, 23rd June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6,300	WEDNESDAY, 6th July, at Noon.

## CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....\$120	\$110	\$100	\$90
2nd ".....\$ 80	\$ 70	\$ 60	\$ 50

With option of call between calling ports in Japan.

Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the CANADIAN PACIFIC and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KURUMOTO

## Shipping—Steamers

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"AFRICAN PRINCE,"

will be despatched for the above Ports TO-MORROW, the 14th June, 1910.

For Freight or Passage, apply to ARNHOLD, KARBURG & CO.,

General Agents.

Hongkong, 13th June, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, will be despatched as above about 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 31st May, 1910.

"INVER" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVEROLYDE,"

Captain Alexander, will be despatched as above on 25th June.

For Freight apply to JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 6th June, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also

for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.O., TAGOMA AND SEATTLE via

SHANGHAI, MOJI, KOBE & YOKOHAMA

Steamer

Tonnage

Captain

On about

Swatow 6,231 F. S. Cowley 21st June

Kobe 6,231 J. Mathie 5th July

Amyer 4,303 J. Boyd 26th July

These steamers are specially fitted for the

carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 13th June, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and Queens-

land Ports, and taking through Cargo

to Adelaide, New Zealand,

Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above

on MONDAY, the 27th inst., at Noon.

This well-known Steamer is especially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 6th June, 1910.

HONGKONG-BOSTON AND

NEW YORK.

AMERICAN-ASIATIC STEAMSHIP

COMPANY.

FOR NEW YORK via PORTS

AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast).

THE Steamship

"INDRASAMHA,"

will be despatched for the above Ports TO-MORROW, the 14th June, 1910.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 11th June, 1910.

## Shipping—Steamer.

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain Barrett, will be despatched as above

on or about 22nd inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

Agents.

Hongkong, 11th June, 1910.

## Intimations.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,500,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed,



\_\_\_\_\_

	No.	Date	Days
Singapore	B. A. L.	June 14	
Singapore	M. & Co.	June 17	
Singapore	I. A. L.	June 18	
Shanghai	O. P. R. Co.	June 19	
Singapore	P. & O. Co.	June 19	
Shanghai	M. & Co.	June 19	
Kodak	M. & Co.	June 19	
Columbo	P. & O. Co.	June 19	
Kachibau	M. & Co.	June 19	
Wuji	D. S. & Co.	June 19	
Wuji	O. S. K.	June 21	
Sydney	M. & Co.	June 24	
Sydney	M. & Co.	June 26	
San Francisco	P. M. Co.	June 28	
San Francisco	P. M. Co.	July 4	

No.	Name	At Quay Bay Docks.
11	Admiral	10
12	Admiral	10
13	Admiral	10
14	Admiral	10
15	Admiral	10
16	Admiral	10
17	Admiral	10
18	Admiral	10
19	Admiral	10
20	Admiral	10

No.	Name	At Quay Bay Docks.
11	Admiral	10
12	Admiral	10
13	Admiral	10
14	Admiral	10
15	Admiral	10
16	Admiral	10
17	Admiral	10
18	Admiral	10
19	Admiral	10
20	Admiral	10

Ships Passed The Canal.

May—Armed Batic, Mitsuna Maru, Maru, Prins Ludwie, Hyson, 17th May—Dardanis, Glancus, Nila, Nippon, Aralia. 24th May—Calcutta, Cardianshir, Glamorgan, Kintuck, Oceanic, Palma, Port Room, Somali, Soy Maru, Tonhai, 25th May—Alchou, Tonhai, 26th May—Glancus, Poliphemus, 31st May—Bratilla, Glancus, Goosramar, Dawson, Macken, Tenzor, Gardardia, Silleria, Soyo Maru, Tenzor, 31st June—Baverville, Ching Wo, 10th June—Antenor, Atolia, Cauda, Brut Simonis, Iyo Senaga, Myrmidon.

at Home—toth May—Sogonia, 13th May—Glancus, Polynesian, 24th May—Benzuch, Benla, 24th May—Nippon, Prins Ludlwick, Samite, Spusia, Yang Tine, Dardanis, Flinthir, Indrawadi, Oceanic, 31st May—Yang Tine, 31st June—Nila, 3rd June—Silk, 4th June—Liberta, Tunkai, 5th June—Hushiro, Goshin, Kwang Si, Indra, 6th June—Salasia.

No.	Last Reported As
11	Wel-hai-wel
12	Shanghai
13	Wel-hai-wel
14	Shanghai
15	Hongkong
16	Shanghai
17	Hongkong
18	Shanghai
19	Wel-hai-wel
20	Wel-hai-wel
21	Wel-hai-wel
22	Yanzte
23	Borneo
24	Wel-hai-wel
25	West River
26	Yanzte
27	Wel-hai-wel
28	Hongkong
29	Yanzte
30	Yanzte
31	Wel-hai-wel
32	Singapore
33	Hongkong

**THE WEATHER.**

On the 15th at 11.55 a.m.—The barometer has risen slightly in Windwardston, and fallen over S. Japan.

The depression lying in the neighbourhood of the former station yesterday, has reached N.E. Japan.

The barometer has fallen considerably in Shanghai, a depression which is probably moving Eastwards, having appeared over the Lower Yangtze valley.

Pressure remains high in the neighbourhood of the Bonins and Westwards towards the N.E. part of the China Sea.

Fresh S. winds may be expected in the Formosa Channel, and moderate S.E. winds over the N. part of the China Sea.

At Hongkong Rainfall for the 24 hours ending 10 a.m. to-day, .00 inches.

**FORECAST.**

1.—Hongkong and Neighbourhood, S.E. fresh, moderate; fair.

2.—Formosa Channel, S. winds, fresh.

3.—North coast of China between Hongkong and Lamouck; same as No. 1.

4.—North coast of China between Hongkong and Hainan Seas; same as No. 1.

On the 6th at 11.55 a.m.—The barometer has  
seen slightly in Wladivostok and fallen 0.7  
in Japan.

The depression lying in the neighbourhood of  
the former station yesterday, has reached N.E.  
Japan.

The barometer has fallen considerably in  
Haiphong, a depression, which is probably mov-  
ing Eastwards, having appeared over the Lower  
Amur valley.

Fresh S.W. winds are high in the neighbourhood  
of the Bonins and Westwards towards the N.E.  
part of the China Sea.

Fresh S. winds may be expected in the For-  
mosa Channel and moderate S.E. winds over  
the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending  
at 2 a.m. to-day, 0.01 inches.

PORTQUART.

1.—Hongkong and Neighbourhood, S.E.  
winds, moderate fall.

2.—Formosa Channel, S. winds, fresh.

3.—South coast of China, between Hongkong  
and Lamoochi, same as No. 1.

4.—South coast of China between Hongkong  
and Hainan, same as No. 1.

1864-1865  
 June 12.  
*Teris*, for Holbow.  
*Wijle Maru*, for Swatow.  
*Gwang*, for Sandakan.  
*Nglin*, for Holbow.  
*Atanas*, for Batavia.  
*Anan*, for Bangkok.  
*oya*, Jap. cruiser, for Japan.  
*so*, Jap. cruiser, for Japan.  
*affoo*, for Canton.  
 June 13.

[illegible]

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
City	despatch-vessel	700	4	1,000	Commander A. Lowndes	Wei-hai-wei
Ma	cruiser, and class	4,360	10	7,000	Captain E. B. Kiddle	Shanghai
ard	cruiser, 2nd class	9,800	14	12,000	Captain Fitz-Robert	Wei-hai-wei
uart	river gunboat	710	6	900	Lt. Comdr B. G. Langton	Shanghai
sb	river gunboat	710	6	900	Lieut.-Commander E. H. Donovon	Hongkong
lb	sloop	1,070	6	1,400	Commander H. L. P. Hearl	Shanghai
	water tank and tug	390	—	300	Master S. W. ...	Hongkong
	sloop	4,070	6	1,400	Commander C. T. Borrett	Shanghai
	torpedo boat destroyer	30	6	5,700	Lieut.-Commander G. B. Hartford	Hongkong
	cruiser, 2nd class	4,360	10	7,000	Captain John Nicholas	Shanghai
	torpedo boat destroyer	30	6	4,000	Lieut.-Commander H. J. Gov. V.C.	Wei-hai-wei
	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. S. Monroe	Wei-hai-wei
	torpedo boat destroyer	280	6	1,900	Lieut.-Commander G. O. Heathcote	Wei-hai-wei
	cruiser, 2nd class	9,800	14	22,000	Captain S. Fawcett	Wei-hai-wei
	river gunboat	616	4	1,300	Lieut.-Commander T. J. S. Lyne	Yantai
	surveying ship	1,070	6	1,400	Captain F. C. Learmonth	Bombay
	armoured cruiser 1st class	14,600	14	27,000	Captain Geo. C. Gayley	Wei-hai-wei
	cruiser, 2nd class	9,800	14	21,000	Captain L. E. Power, M.V.O.	Wei-hai-wei
	river gunboat	130	2	800	Lieut.-Commander G. P. Leth	West River
	river gunboat	85	2	248	Lieut.-Commander G. H. Woodward	Yantai
	torpedo boat destroyer	30	6	6,300	Commander R. S. Savours	Wei-hai-wei
	river gunboat	85	2	340	Lieut.-Commander J. White	Hongkong
	river gunboat	85	2	340	Lieut.-Commander E. J. Southby	West River
	river gunboat	85	2	340	Lieut.-Commander J. M. Barker	Yantai
	torpedo boat destroyer	350	6	6,500	Gunner W. Bulfin	Hongkong
	receiving ship	460	6	6,500	Commander H. Lyon	Hongkong
	river gunboat	180	2	800	Lieut.-Commander H. B. Gifford	Yantai
	river gunboat	730	6	900	Lieut.-Commander H. T. Ainslie	Yantai
	torpedo boat destroyer	355	6	6,300	Lieut.-Commander C. Lloyd-Thomas	Wei-hai-wei
	surveying ship	620	4	450	Lieut.-Commander R. L. Cascock	Singapore
	torpedo boat destroyer	360	6	5,000	Lieut.-Commander G. B. Hartford	Hongkong
	river gunboat	195	2	800	Lieut.-Commander B. R. Brooks	Yantai
	river gunboat	150	2	550	Lieut.-Commander M. H. Wilding	Yantai
	river gunboat	150	2	550	Lieut.-Commander G. F. A. Mallock	Yantai

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
and class cruiser	1,320	22	5,100	Commander Vonrater	Shanghai	
river gunboat	180	6	—	Lieut. Fialson	Canton	
gunboat	55	10	900	Lieut. Fialson	Poochow	
a moored cruiser	—	—	—	Commander Chabon	Nagasaki	
river gunboat	170	6	500	Lieut. de Malendreville	Upper Yangtsé	
river gunboat	73	4	280	Lieut. Patch	Tongki	
steam-launch	—	—	—	—	Upper Yangtsé	
river gunboat	180	6	570	Lieut. Biscoll	Canton	

Flagship of Rear-Admiral de Cattres, Commander-in-Chief.										
		Gunboats.					Reserve.		Saigon	
1st	2	3	4	5	170	—	—			
2	3	4	5	6	140	—	—			
3	4	5	6	7	140	—	—			
4	5	6	7	8	140	—	—			
5	6	7	8	9	140	—	—			
6	7	8	9	10	140	—	—			
7	8	9	10	11	140	—	—			
8	9	10	11	12	140	—	—			
9	10	11	12	13	140	—	—			
10	11	12	13	14	140	—	—			
11	12	13	14	15	140	—	—			
12	13	14	15	16	140	—	—			
13	14	15	16	17	140	—	—			
14	15	16	17	18	140	—	—			
15	16	17	18	19	140	—	—			
16	17	18	19	20	140	—	—			
17	18	19	20	21	140	—	—			
18	19	20	21	22	140	—	—			
19	20	21	22	23	140	—	—			
20	21	22	23	24	140	—	—			
21	22	23	24	25	140	—	—			
22	23	24	25	26	140	—	—			
23	24	25	26	27	140	—	—			
24	25	26	27	28	140	—	—			
25	26	27	28	29	140	—	—			
26	27	28	29	30	140	—	—			
27	28	29	30	31	140	—	—			
28	29	30	31	32	140	—	—			
29	30	31	32	33	140	—	—			
30	31	32	33	34	140	—	—			
31	32	33	34	35	140	—	—			
32	33	34	35	36	140	—	—			
33	34	35	36	37	140	—	—			
34	35	36	37	38	140	—	—			
35	36	37	38	39	140	—	—			
36	37	38	39	40	140	—	—			
37	38	39	40	41	140	—	—			
38	39	40	41	42	140	—	—			
39	40	41	42	43	140	—	—			
40	41	42	43	44	140	—	—			
41	42	43	44	45	140	—	—			
42	43	44	45	46	140	—	—			
43	44	45	46	47	140	—	—			
44	45	46	47	48	140	—	—			
45	46	47	48	49	140	—	—			
46	47	48	49	50	140	—	—			
47	48	49	50	51	140	—	—			
48	49	50	51	52	140	—	—			
49	50	51	52	53	140	—	—			
50	51	52	53	54	140	—	—			
51	52	53	54	55	140	—	—			
52	53	54	55	56	140	—	—			
53	54	55	56	57	140	—	—			
54	55	56	57	58	140	—	—			
55	56	57	58	59	140	—	—			
56	57	58	59	60	140	—	—			
57	58	59	60	61	140	—	—			
58	59	60	61	62	140	—	—			
59	60	61	62	63	140	—	—			
60	61	62	63	64	140	—	—			
61	62	63	64	65	140	—	—			
62	63	64	65	66	140	—	—			
63	64	65	66	67	140	—	—			
64	65	66	67	68	140	—	—			
65	66	67	68	69	140	—	—			
66	67	68	69	70	140	—	—			
67	68	69	70	71	140	—	—			
68	69	70	71	72	140	—	—			
69	70	71	72	73	140	—	—			
70	71	72	73	74	140	—	—			
71	72	73	74	75	140	—	—			
72	73	74	75	76	140	—	—			
73	74	75	76	77	140	—	—			
74	75	76	77	78	140	—	—			
75	76	77	78	79	140	—	—			
76	77	78	79	80	140	—	—			
77	78	79	80	81	140	—	—			
78	79	80	81	82	140	—	—			
79	80	81	82	83	140	—	—			
80	81	82	83	84	140	—	—			
81	82	83	84	85	140	—	—			
82	83	84	85	86	140	—	—			
83	84	85	86	87	140	—	—			
84	85	86	87	88	140	—	—			
85	86	87	88	89	140	—	—			
86	87	88	89	90	140	—	—			
87	88	89	90	91	140	—	—			
88	89	90	91	92	140	—	—			
89	90	91	92	93	140	—	—			
90	91	92	93	94	140	—	—			
91	92	93	94	95	140	—	—			
92	93	94	95	96	140	—	—			
93	94	95	96	97	140	—	—			
94	95	96	97	98	140	—	—			
95	96	97	98	99	140	—	—			
96	97	98	99	100	140	—	—			
97	98	99	100	101	140	—	—			
98	99	100	101	102	140	—	—			
99	100	101	102	103	140	—	—			
100	101	102	103	104	140	—	—			
101	102	103	104	105	140	—	—			
102	103	104	105	106	140	—	—			
103	104	105	106	107	140	—	—			
104	105	106	107	108	140	—	—			
105	106	107	108	109	140	—	—			
106	107	108	109	110	140	—	—			
107	108	109	110	111	140	—	—			
108	109	110	111	112	140	—	—			
109	110	111	112	113	140	—	—			
110	111	112	113	114	140	—	—			
111	112	113	114	115	140	—	—			
112	113	114	115	116	140	—	—			
113	114	115	116	117	140	—	—			
114	115	116	117	118	140	—	—			
115	116	117	118	119	140	—	—			
116	117	118	119	120	140	—	—			
117	118	119	120	121	140	—	—			
118	119	120	121	122	140	—	—			
119	120	121	122	123	140	—	—			
120	121	122	123	124	140	—	—			
121	122	123	124	125	140	—	—			
122	123	124	125	126	140	—	—			
123	124	125	126	127	140	—	—			
124	125	126	127	128	140	—	—			
125	126	127	128	129	140	—	—			
126	127	128	129	130	140	—	—			
127	128	129	130	131	140	—	—			
128	129	130	131	132	140	—	—			
129	130	131	132	133	140	—	—			
130	131	132	133	134	140	—	—			
131	132	133	134	135	140	—	—			
132	133	134	135	136	140	—	—			
133	134	135	136	137	140	—	—			
134	135	136	137	138	140	—	—			
135	136	137	138	139	140	—	—			
136	137	138	139	140	140	—	—			
137	138	139	140	141	140	—	—			
138	139	140	141	142	140	—	—			
139	140	141	142	143	140	—	—			
140	141	142	143	144	140	—	—			
141	142	143	144	145	140	—	—			
142	143	144	145	146	140	—	—			
143	144	145	146	147	140	—	—			
144	145	146	147	148	140	—	—			
145	146	147	148	149	140	—	—			
146	147	148	149	150	140	—	—			
147	148	149	150	151	140	—	—			
148	149	150	151	152	140	—	—			
149	150	151	152	153	140	—	—			
150	151	152	153	154	140	—	—			
151	152	153	154	155	140	—	—			
152	153	154	155	156	140	—	—			
153	154	155	156	157	140	—	—			
154	155	156	157	158	140	—	—			
155	156	157	158	159	140	—	—			
156	157	158	159	160	140	—	—			
157	158	159	160	161	140	—	—			
158	159	160	161	162	140	—	—			
159	160	161	162	163	140	—	—			
160	161	162	163	164	140	—	—			
161	162	163	164	165	140	—	—			
162	163	164	165	166	140	—	—			
163	164	165	166	167	140	—	—			
164	165	166	167	168	140	—	—			
165	166	167	168	169	140	—	—			
166	167	168	169	170	140	—	—			
167	168	169	170	171	140	—	—			
168	169	170	171	172	140	—	—			
169	170	171	172	173	140	—				



## SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	£1,500,000 \$15,000,000	\$1,218,988	£2.5/- for half year ending 31.12.09 @ 87 7/9 = \$25.11	4 1/2 % { \$94 1/2 sellers \$99 1/2
National Bank of China, Limited .....	99,925	7	£6	£4,000 \$40,000	\$30,552	\$2 (London 3/6) for 1909 .....	\$76 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited .....	10,000	\$350	\$50	£1,500,000 \$15,000,000	none	\$10 for 1908 .....	6 % 177 1/2
North China Insurance Company, Limited .....	10,000	£15	£5	£12,500,000 \$125,000,000	£12,507,573	Final of 7/6 making 15/- for 1908 .....	5 % £12. 110
Union Insurance Society of Canton .....	12,400	\$250	\$100	£1,000,000 \$10,000,000	\$127,984	Final of \$20 per share, making to all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909 .....	6 % \$82 1/2 sellers
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	£1,000,000 \$10,000,000	\$707,687	\$12 and bonus \$3 for 1907 .....	7 % \$205
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, .....	20,000	\$100	\$20	£1,000,000 \$10,000,000	\$418,406	\$6 and bonus \$2 for 1908 .....	7 % \$114 1/2 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	£1,400,000 \$14,000,000	\$426,218	\$27 for 1908 .....	8 % \$347 buyers
<b>SHIPPING.</b>							
China and Manilla Steamship Company, Limited .....	30,000	\$25	\$25	£7,743 \$77,430	Dr. \$3,717	\$1 1/2 for 1906 .....	\$7 1/2 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	£100,000 \$1,000,000	nil	\$1 1/2 for year ending 30.6.1908 .....	\$33 sellers
Hongkong, Canton & Yunnan Steamboat Co., Ltd. ....	80,000	\$15	\$15	£107,500 \$1,075,000	\$20,766	Final of \$1 1/2 for account 1910 .....	8 % \$29 1/2 sales & b
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred) .....	60,000 60,000	£5 £5	£5 £5	£10,000 \$100,000	£13,755	£6/- for 1907 on Preference shares only @ 25/100 = \$1.15 .....	\$68 sellers
"Shell" Transport and Trading Company, Limited .....	1,000,000	£1	£1	£20,000 \$200,000	152,994	3rd 10/- of 2/- per sh. (comp. No. 12) making to all 4/- for 1908 & interim of 1/- for ac. 09 A dividend of 7 % for 1907 ending 30.1.1910 A bonus of 5 % .....	5 % 54/- buyers 4 1/2 % \$24 1/2 sellers 3 1/2 % \$14 sellers
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	£21,850 \$218,500	12 159		
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	£250,000 \$2,500,000	Dr. \$5,090	\$10 per share for 1909 .....	11 % \$164 sellers
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$115,803	\$3 for 1897 .....	\$26 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	£15	£15	£100,000 \$1,000,000	£15. 6 02	\$12 for year ending 31.8.09 .....	£15. 950 sellers
<b>MINING.</b>							
China Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	£215,000 \$2,150,000	£1,435	Final of 1/6 making 3/- for 1909 .....	9 % £12. 18
Headwaters Mining Company .....	60,000	Pa. 10	Pa. 10	£18,000 \$180,000	none		
Ramb Australian Gold Mining Company, Limited .....	150,000	£1	£1	£4 \$40,000	Dr. 1 1/2	\$1 per share 13th dividend .....	5 % \$7 1/2
Oriental Consolidated Mining Co., Ltd. ....	50,000	G \$10	G \$10	none	none	Final of Gold \$0.50 for 1909 in all G \$1.15 .....	\$5 1/2
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	£25,275 \$252,750	Dr. \$8,460	\$1.75 for year ending 31.12.09 .....	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$550	\$50	£550,000 \$5,500,000	\$264,847	\$2 1/2 for 1909 .....	4 1/2 % \$58 sellers
Hongkong & Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	£250,000 \$2,500,000	\$138,715	Interim of \$1 1/2 for account 1909 .....	5 1/2 % \$6 sellers
Shanghai Dock and Engineering Co., Ltd. ....	\$5,700	£15. 100	£15. 100	£15,000,000 \$150,000,000	£15. 0.26	Interim of £15. 2 for 1910 .....	6 1/2 % £15. 78
Shanghai and Hongkong Wharf Company, Limited .....	36,000	£15. 100	£15. 100	£15,000,000 \$150,000,000	£15. 0.22	Final of £15. 4 for 1909 .....	7 % £15. 122
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd. ....	25,000	£15. 100	£15. 100	£15,000,000 \$150,000,000	£15. 4.314	£15. 6 for year ending 30.12.09 .....	5 1/2 % £15. 102 sellers
Central Stores, Limited .....	50,123	\$15	\$15	£15,000 \$150,000	\$24,611	\$1.20 on old and 60 cents on first new issue. \$1.50 on old shares and 30 cents new shares for half year ending 31.12.09 .....	1 1/2 % \$107 1/2 sales
Hongkong Hotel Company, Limited .....	8,000	\$10	\$10	£10,000 \$100,000	\$1,277	Interim of 3/- for account 1909 .....	6 1/2 % \$102 sellers
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	£500,000 \$5,000,000	\$27.9	45 cents for 1909 .....	6 % \$84 sellers
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	£150,000 \$1,500,000	\$5.71	\$2 1/2 for 1909 .....	8 1/2 % \$34 1/2 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	£300,000 \$3,000,000	\$1.9	Final of 6 1/2 % bonus £15. 1 for 1909 .....	6 1/2 % £15. 110
Shanghai Land Investment Company, Limited .....	78,000	£15. 50	£15. 50	£15,000,000 \$150,000,000	£15. 0.959	Final of £15. 3 for account 1909 .....	8 1/2 % \$40 sellers
West Point Building Company, Limited .....	12,500	\$50	\$50	£625,000 \$6,250,000	£15. 0.95		
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd. ....	30,000	£15. 50	£15. 50	£15,000,000 \$150,000,000	£15. 1.991	£15. 12 for year ending 31.12.09 .....	8 1/2 % £15. 130 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	£125,000 \$1,250,000	\$3.553	50 cents for year ending 31.7.08 .....	8 % \$64 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	£15. 75	£15. 75	£15,000,000 \$150,000,000	£15. 8.372	£15. 7 1/2 for year ending 31.9.09 .....	12 % £15. 62
Laotung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	£15. 100	£15. 100	£15,000,000 \$150,000,000	£15. 4.820	£15. 6 for 1909 .....	7 1/2 % £15. 74
Sey Chee Cotton Spinning Company, Limited .....	2,000	£15. 500	£15. 500	£15,000,000 \$150,000,000	£15. 31.173	£15. 25 for 1909 .....	10 % £15. 250
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited .....	8,604	£12/6	£12/6	£1,500 \$15,000	£648	15 % per share for 1908 .....	\$10 buyers
China-Borneo Company, Limited .....	60,000	\$12	\$12	£120,000 \$1,200,000	Nil	60 cents for 1909 .....	6 % \$104 buyers
China Light and Power Company, Limited .....	50,000	\$10	\$10	£50,000 \$500,000	\$61,138	0 cents for year ended 28.2.06 .....	\$1.80 sellers
Do. Do. special shares .....	50,000	\$1	\$1	£50,000 \$500,000	2,602	80 cents for 1909 .....	9 % \$88 sellers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	£1,250,000 \$12,500,000	\$1,809	\$1.20 for year ending 31.7.09 .....	4 1/2 % \$19
Daily Farm Company, Limited .....	40,000	\$7 1/2	\$6	£30,000 \$300,000	\$4,390	Final of 40 cents making to all 75 cents per share for 1909 .....	10 % \$7 1/2 sellers
Great Island Cement Company, Limited .....	400,000	\$10	\$10	£4,000,000 \$40,000,000	\$11,708	80 cents for year ending 31.12.08 .....	6 1/2 % \$14 buyers
H. Pils & Company, Limited .....	12,000	\$10	\$10	£120,000 \$1,200,000	\$7,626	A dividend of \$1.20 per share and a bonus of 10 cents .....	6 % \$19 1/2 sellers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	£600,000 \$6,000,000	\$9,176	Final of \$8 for 1909 .....	6 1/2 % \$160 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$10	£125,000 \$1,250,000	£15. 316.682	Final of \$1 making to all \$3 for 1910 .....	9 % \$124 sellers
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	£600,000 \$6,000,000	£15. 0.924	4th interim of £15. 12 for 1909 .....	5 % £15. 1,400
Manchappi toi Mijie, Bosch-on Landbouwen plaatje in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	£250,000 \$2,500,000	\$3,014	80 cents on fully paid shares and 8 cents on 5/- paid shares for 1909 .....	5 1/2 % \$14 1/2 buyers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	£250,000 \$2,500,000	Pa. 18,640	None .....	5 % \$10 buyers
Peak Tramways Company (new) .....	50,000	\$10	\$10	£500,000 \$5,000,000			
Philippine Company, Limited .....	75,000	\$10	\$10	£750,000 \$7,500,000			
Shanghai-Sumatra Tobacco Company, Limited .....	10,000	£15. 20	£15. 20	£15,000,000 \$150,000,000	£15. 5.250	Final £15. 5 making £15. 8 for 1908 .....	2 % £15. 240 sellers
South China Morning Post, Limited .....	6,000	\$25	\$25	£150,000 \$1,500,000	Dr. \$31,006	None .....	\$25 buyers
Steam Laundry Company, Limited .....	20,000	\$25	\$5	£50,000 \$500,000	none	40 cents for year ending 31.5.09 .....	8 % \$5.19
Union Waterboat Company, Limited .....	50,000	\$10	\$10	£500,000 \$5,000,000	\$342	60 cents for year ending 31.12.09 .....	8 % \$8 sellers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$5	£100,000 \$1,000,000	\$2,683	60 cents per ord. share for year ending 31.5.09 .....	5 % \$14 1/2 sellers
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$10	£900,000 \$9,000,000	\$782	Final of 30 cents for 1908 .....	6 1/2 % \$6 buyers
William Powell, Limited .....	15,000	\$7	\$7	£105,000 \$1,050,000	none	Final of 30 cts. making 80 cts. for the year ended 30th June, 1909 .....	\$3 sellers
Société des Pulpes et Papeteries du Tonkin .....	1,300	25	25	£32,500 \$325,000	none	First year .....	\$35 sellers
		100	100	£100,000 \$1,000,000	none	None .....	\$800 Hongkong currency

## Intimations

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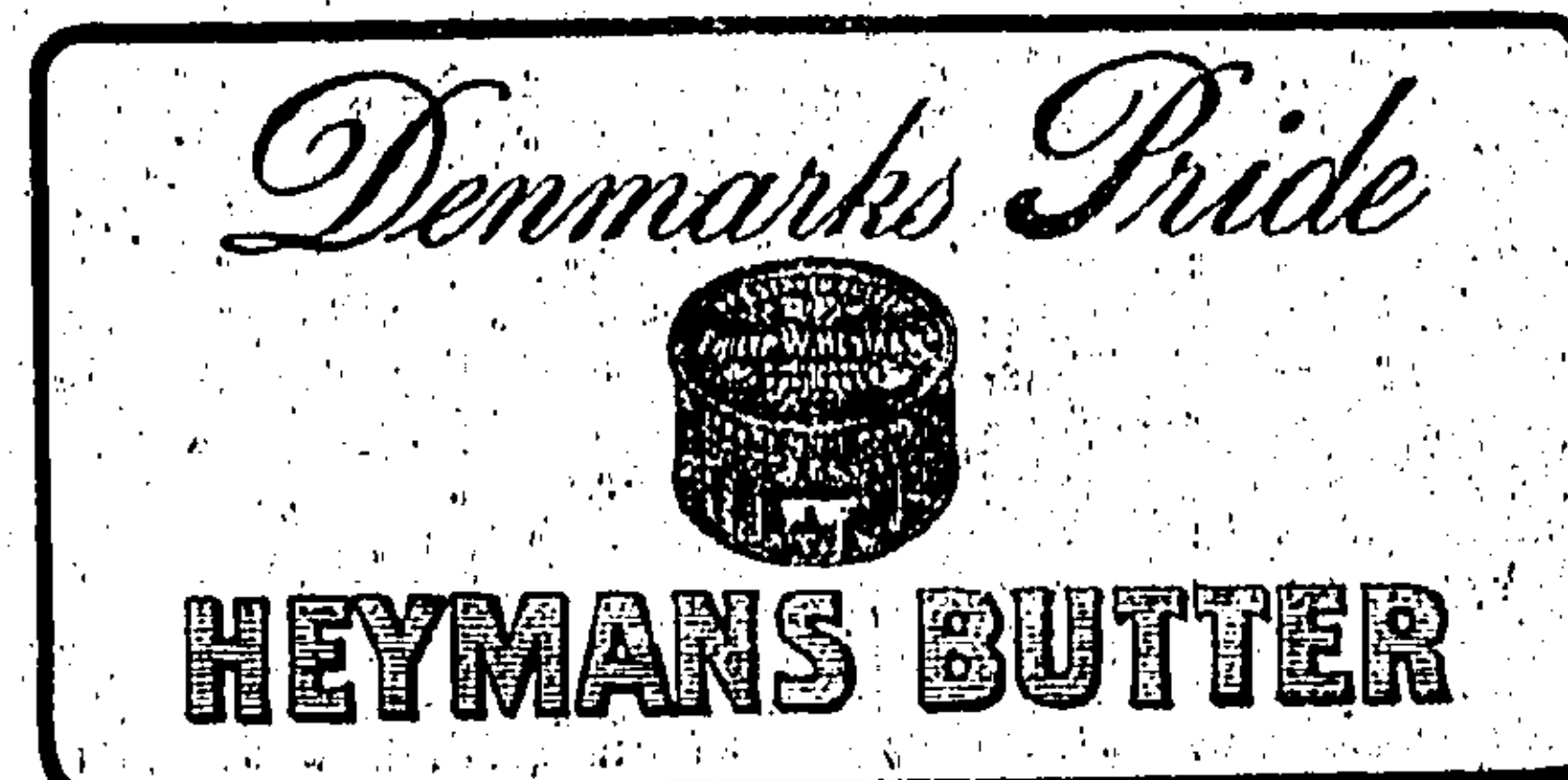
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